Decides to Investigate at Once the Cause of the Great Loss of Life.

OTHER BILLS IN CONGRESS

fered and Action Will Be Prompt.

Washington, April 17.-President Taf held his first conference regarding the dis ester to the Titanic early this morning. when he discussed with the Secretary the Treasury the advisability of sending revenue cutters to meet the Carpathia. what facilities could be afforded to repre sentatives of the press, and what, if any assistance could be given by the govern ment to the survivors. It was decided that, as the scout cruisers Salem and Chester ald convoy the Carpathia and as none of the revenue cutters could keep pace with that ship, it would be both unnecessary and impracticable to use cutters as

an escort. From the Secretary of the Navy the President learned the plans made to relay wire less messages from the Carpathia, and which provide that the Chester shall proceed to the side of the Carpathia and take messages from her, transmitting them toward land, and that the Salem shall pick up such messages and relay them to land, the versals keeping a suitable distance spart until New York Harbor is approached.

Measures in Congress.

In Congress various measures growing out of the disaster were presented. Sena-ter Smith, of Michigan, introduced a bill providing for an immediate investigation Committee on Commerce and unanimously be reported favorably by the Foreign Re- reasonable time. ations Committee without delay. Senator Perkins introduced a bill providing that

In the House nine bills and resolutions were introduced, all proposing changes in the existing statutes to the end that the lives of travellers by sea may be further

Compared with the problem presented by the sinking of the Titanic, with the ap questions dwindled into insignificance. For the moment, all thought of political contro-versy was put aside and interest in the prevent a repetition of the tragedy which has been uppermost in the minds of Senators for the last three days.

meet to-morrow to arrange a plan for the Allister, engineer in chief of the revenue steamships Investigation ordered by the Senate to-day, cutter service. Buch witnesses as may shed any light on the sinking of the ship or on the prob- iceberg was probably equivalent to the iems of protecting ocean travellers from the perils of the sea will be summoned before the sub-committee, which probably will be directed to make the investigation. If possible, officers of the Titanic who Captain McAllister. have been saved will be called and authorities in maritime engineering and construcwhich like disasters may be avoided.

This provides, among other ocean sailing from and clearing any port of parison, that she floated so long. It is the United States, and every steamer navigating any lake, hay or sound of the United can ever devise a floating structure to States, shall, in addition to being provided withstand such a terrific collision." and equipped with such floats, life preserv ers, line-carrying projectiles and the means of propelling them, and drags as will, in the opinion of the board of supervising inspectors, best secure the safety of all perons on board such vessels in case of dis ater, be provided and equipped with a sufscient number of seaworthy lifeboats to transport and carry at one time every passenger and every member of the crew upon

fore sailing, and that every captain or rewho violates the provisions of the law may as is the case with bodies drowned in be sentenced to not exceeding ten years' shallow water. imprisonment at hard labor.

tions designed to prevent such a disaster as occurred in the case of the Titanic, widely experienced Senators think the problem can best be solved by the co-operation in time of all maritime nations. The way for this President to negotiate with these nations for Wood continued. 'The Titanic'; with a view to a maritime conference. The victims who were not carried down with Martine measure, laying stress on the necessity of marking out the lanes of travel in the Atlantic particularly, and formulating regulations to minimize the possibility of accident which shall be observed by all

House Committee to Investigate.

Simultaneously with the introduction of the nine bills and resolutions in the House Chairman Alexander of the Committee on Merchant Marine and Fisheries announced | Parisian, construction of the Mauretania and Lusi- last Monday near the place of the Titanic that the committee will conduct an in- disaster aroused hope, until a denial was be taken up at once and discussed at the class, were rovers. It was argued that, un. at a handsome profit now and contemplate tation to prevent such catastrophics here. Harbor at 7 o'clock this evening. Mr. Alexander said the committee would summon several, survivors of the (Parisian's time) on Sunday night she was such a conference. ship and would obtain at first hand an in communication with the Titanic, being explanation of why so many lives were 150 miles distant. The Titanic was then

tee probably will prepare a substitute bill the disaster until Monday morning.

lifesaying devices of steamers using United lying iceberg, not more than ten feet out and are under the jurisdiction of Germany; States ports, Mr. Alexander introduced two of water, and seventy feet subjected. With by touching at Southampton they con foint resolutions to-day. One directs the the ship going at high speed, such a berg within the regulation and laws of England President to urge the co-operation of all would rip the bottom open, probably as far at Cherbourg, where passengers from Paris marifime nations in establishing a patrel as the engine room, and this probably acof the North Atlantic during the season of counts for her going down so quickly. Had spply, and by finally landing in New York the President to invite all other nations to thie far off.

Soups, Stews and Hashes Are delightful dishes when properly seasoned. Use SAUCE

THE ORIGINAL WORCESTERSHIRE Fish, Roasts, Steaks and Salade seem insipid with

JOHN DUNGAN'S SONS, Agents, N.Y.

agree upon lane routes for ships traversing the Atlantic.
Mr. Calder, of New York, introduced a resolution requesting the President to ask for an international conference, composed of representatives of all nations, to draft uniform steamship inspection laws. Mr Levy, of New York, also asked for an in

ternational conference. Heavy Penalties Provided.

Representatives Sulzer, Cary and Cline introduced drastic bills shutting all United States ports to vessels not equipped with lifeboats sufficient for every person carried The Sulzer bill, the most stringent of the lot, would provide a sentence of not more than ten years at hard labor for any captain or other officer of a ship which tries to enter or clear a port of the United States without ample lifesaving apparatus Many Measures to Prevent Simi-for passengers and crew. The Sulzer and Cary bills also provide penalties for those who manufacture or sett defective life pre-

Mr. Cary, in a separate bill, specifies that treaties prevent the rigid inspection of aws of the United States

the Revised Statutes the provision which the year. laws foreign vessels the countries of which asked if the Titanic disaster would comave inspection laws. His bill would prowithout exemption, inspection by the every passenger carried to sea. Inited States of all passenger carrying

ing to tonnage, instead of the number of lantic on any steamship not so equipped

For Control of Wireless.

wireless, a subject which was under consideration yesterday in a conference be tween President Taft and members of the Cabinet. Measures have been pending for pense and an almost deplorable curtasome time in the House Committee on Merchant Marine. Interference by ama- worth more than a week of luxury at se teurs and irresponsible operators with the and this imperative demand must be me anxiously awaited messages from the Car- If necessary passenger capacity must pathia and other ships will result in an attempt to secure immediate legislation regu- provided. lating wireless operation Members of Congress familiar with mari-

of the cause of the great loss of life. This time practices commented to-day on the official talked in a diametrically opposite was immediately reported favorably by the possible developments of a Congress investigation. The British regulations, which passed by the Senate. Senator Martine's tio not require lifeboat capacity equal to essolution requesting the President to un- the passenger carrying capacity of the impression in the public mind just now," dertake negotiations with foreign nations ships, are declared to be completely out of said the other man. regarding ...e-pre-cabin accommodation is filled, but during with a view to devising precautions against date since the wireless telegraph has made serving equipment and stability of bulk-these months the steerages are practically a repetition of the disaster will probably certain the finding of lifeboats within a heads caused by the concentrated loss of deserted, for it is at this time that the

sentative Gardner, of New Jersey, formerly all vessels carrying passengers must pro- a coastwise sailor, "lifeboats insufficiently the Atlantic on ocean steamships will travel vide lifeboats sufficient to accommodate manned or equipped were of little more use with as little concern over lifeboat equiptheir human complement "at one time" than life preservers to the passengers of a ment as they always have done. I doubt if wrecked ocean vessel. The present reach anything will be done or can be done that "When the outward bour was referred to the Commerce Committee. of the wireless telegraph, however, has will guarantee that every soul on board a made almost certain the speedy relief of steamship will be saved should a vessel find lifeboats, and the saving of the people stowed away in them.

LINER CRASH DWARFS NAVY palling loss of life, all other legislative Titanic's Impact Equal to Fire of Three Dreadnoughts.

Washington, April 17 .- A graphic comordinary affairs of the nation gave way to parison of the probable impact of the the determination to take all possible steps Titanic against the iceberg that destroyed her with the projectile force of the guns of a modern battleship was the steamships, but I maintain that this The Senate Committee on Commerce will made to-day by Captain Charles A. Mc- precaution is more than met on all modern

"The impact of the Titanic against the jectiles or the concentrated fire of three which man could not prevent. The same

"The fire of ten 12-inch guns such as tion will be asked to suggest means by sufficient to put any battleship affoat out of business, if the projectiles should strike simultaneously. The force of the method of sateguard by equivalent to her being struck simulta- experience of thirty-five years in the steato- ment of lifeboats was the great encroachthe committee in connection with the in- neously by thirty such projectiles. It ship business." is a wonder. In the light of such a com-

THINKS ALL BODIES LOST Professor Wood Says None Will

Rise from the Titanic.

Baltimore, April 17 .- "The bodies of the victims of the Titanic disaster are Cunarders Mauretania and Lusitania were at the bottom of the deep, never to leave unsinkable. The bulkheads of these flyers, fifty persons and on rivers sixty. The boats it," declared Professor Robert W. Wood, must obtain a certificate of inspection beis altogether improbable that any will ponsible agent, owner or charterer of ships ever return to the surface of the water, used on the British cruisers, and that, no These are unseaworthy, as a rule.

"At the depth of two miles the press-Although the United States has certain ure of the water is something like six purisdiction over all vessels entering and thousand pounds to the square inch, clearing its ports and can impose restrict which is far too great to be overcome by buoyancy ordinarily given drowned ing reference to construction: "In the de bodies by the gases that are generated

"That the bodies sank to the bottom opened by the resolution requesting the of the sea there is no question," Profes-Foreign Relations Committee probably will the boat followed until the very bottom report favorably a resolution based on the of the sea was reached. There was no such thing as their stopping in their or at any other point.

LOW BERG SUNK TITANIC Parisian's Crew Thinks Sub-

merged Mass Ripped Bottom. Halifax, N. S. April 17.+The steamer Titanic, with a view to proposing legis- of the Titanic on board, entered Halitax

Captain Haines reported that at safe. The operator on the Parisfan retired Following this investigation, the commit- soon afterward, and nothing was known of North German Lloyd: It must conform to of all seagoing vessels.

for all of those offered to-day.

The weather on Sunday night was clear less than four countries in carrying passuring more stringent inspection of the parisian that the Titanic struck a low. Our steamers have Bremen as a home port danger from icebergs. The other directs it been a high berg, it would have been vis- there are the American laws to be com-

> BELIEVE BERG WAS A GIANT Washington, April 17.-The iceberg which caused the Titanic disaster was a giant. one-quarter to one-half a mile in length rising four hundred feet out of the water. according to the confident belef of government marine officers, based upon reports received here.

received here.

The master of the steamer Carmania has advised the Hydrographic Office that one week ago to day he passed about thirty inchengs and other extensive fields of ice off the Grand Banks of Newfoundland, many of the bergs being in the vicinity of the Itianic wrack.

Reports from other vessels confirmed the terrible conditions of the ice. The British steamer Lord Gromer advised the government officials that mammoth leebergs were seen in these northern latitudes on March 31 and April 1.

SAYS PUBLIC CAN FORCE AMPLE LIFEBOAT OUTFIT

Prominent Man in Business Urges Less Luxury Through Deck Space Curtailment.

ENOUGH NOW, SAYS ANOTHER

North German Lloyd Official Advocates an International Agreement on Subject -Navv's System.

foreign boats, as now suggested, the pas-sengers and crew shall be notified that the ship is not subject to inspection under the with enough lifeboats to keep affoat at on time the maximum number of passeng Mr. Kindred, of New York, is the author and crew will have that ship booked of a bill to strike from Section 4,400 of capacity east and west bound througho This was the observation of xempts from the operation of United States prominent steamship man yesterday, who

What is more, he declared that the tra elling public had it within its power Mr. Alexander said to-day that the for- force the steamship lines to this degr eign custom of providing lifeboats accord- of equipment by refusing to cross the A

in the way of successful transportation steam. he said, "and the companies ha Promot action is to be taken by Congress met them. Overcoming them has cost man millions of dollars, but they were overcon purely from the cold, hard point of view is required by law will be an item of curtailed if lifeboat equipment cannot b

Not three hundred yards from where this cally perfect. sentiment was expressed another steamship

There is an exaggerated and distorted eral alarm has subsided those who cross herself in a predicament like that of the

The safest place in the world is at ren heen stated as such by actuaries of the big have even exceeded the rigid usurance companies. Of course, there is a There is more danger to life in walking the streets of a big city than there is on board a stemmship at sea. I believe that all precautions should be thrown around travellers taken across the ocean by those who own

"Man Could Not Prevent It." It was met on the Titanic when she left The circumstances of her sinkthe Florida carries is supposed to be to the bottom in, say, an hour, with loss the different countries. of life, even though she had boats enough for twice the number of souls on board.

protected against death at sea is to stay at Senator Perkins's bill, which suggests a Titanic striking the iceberg must have home. These views may seem radical, but. One of the main arguments of the steammethod of safeguarding human life on the been approximately one million tons, they are based, without prejudice, on an ship owners against an excessive equip-

> has come from the vicinity of the Titanic most entirely with ventilators, skylights, disaster indicates that she has hit an iceberg head-on, there are few men in the steamship business familiar with ship construction who believe that the great line could have been sunk in such a manner, and boats of the Gloucester fishermen. modern steamships.

Notwithstanding the strange demonstra tion that the unsinkable boot sank, opinions were expressed yesterday that the main transverse bulkheads, such as are matter what the vessel might hit at sea. she would float indefinitely.

The Two Big Cunarders.

In the company's private records lay-out. With the drawings is the followful consideration, and the very conservative regulations of the Board of Trade com main transvelse bulkheads, as shown on wing bulkheads are fitted in the bunkers. ong. There are thus 175 watertight com- gency would be a fearful failure.

lines for better lifesaving equipment on the Allan liner whose presence try for the North German Lloyd Line.

He said yesterday that the matter should accordance with regulations adopted by

Take, for Instance, a company like the the maritime laws and regulations of no come aboard, the French maritime law

plied with. absolute safety assured all passengers than is the North German Lloyd. This compan has not only complied with the letter of the laws, but in every case has even exceeded the legal requirements in providing for the safety of its passengers. proposition which has been advanced no matter by whom-has been carefully and painstakingly investigated, and if found to have real worth has been immediately

INADEQUATE PROVISION OF BOATS AND RAFTS ON 44 OUT OF 46 BIG STEAMERS

The Cameronia, of the Anchor Line, and the Minneapolis, of the Atlantic Transport Line, are the only large passenger ships provided with sufficient life boats and rafts to carry all people on board, both crew and passengers. Forty four other large steamers, according to Custom House statistics, have equipment insufficient, more or less, to accommodate all who might be on board, as shown in the following tables:

	Ship and gross tomage. Adriatic (24.546) Arcadian (5.958) Builte (23.876) Builte (23.876) Builte (23.876) Builte (23.876) Chiedonia (0.922) Cedric (23.036) Chiedonia (10.902) Cedric (23.036) Kaiser Wilhelm II (10.361) Mauretania (31.935) Mauretania (31.935) Mauretania (31.935) Oceania (17.273) Olympic (48.822) President Grant (18.072) President Grant (18.072)	2.041 2.080 1.873 000 1.754 1.025 1.727 2.160 3.062 1.748 2.524 2.524	repacity— . Crew. 447 282 370 306 230 340 171 652 812 375 373 923 346 250	ber hoate and raits. 18 15 22 21 10 18 20 19 30 16 28 23 20 28 24	capacity of boats and rafu (persons), 1.040 628 1.062 965 1.023 1.134 1.825 982 1.201 1.171 1.171 1.522 1.200	Life pre- servers. 8,028 620 2,500 1,616 1,000 2,130 2,400 3,000 1,829 2,400 1,000 2,200 1,000 2,345 3,943 3,190	Buors or rings. 48 20 20 24 14 18 20 16 20 30 47 48 48 48	
4	Trideric trasmi			4	4100000		45.0	

Data on life preservers and buoys were not to be had at the Custom House on the

						2.	of bonts
		Gross	Passen-	40.00	*********		and rafts.
Property Comments and Comments		tonnage.	gers.	Crew.	Boats. h	MITTE.	1.798
Wessel		22,621	2,857	214	15	- 1-	859
merika erbarossa		10.915	1,825	200	14	1	1.382
rlin		17,324	3,131	402	16	- 7	1.181
erlin		12,050	1.518	430	**	.9	
ampanta		19.593	3,008	480	16	- 11	1,209
aronia		20.904	1,209	287	18	. 8	1,222
itte			3.015	285	14	10	1,354
		11,154	1.147	251	16	20	783
		12,760	11864	281	15	8	974
			2.887	591	22	14	2.011
Tracking Washington		18,182	1.942	278	16	- 6	1.037
Courses Washington	****	10.531	1.629	267	13.		889
		24.581	2.782	596	20	15	2,026
		14.349	1.896	A20	1.54	7	1.982
Colver William Ser Grosse		14,908	1.731	500	16	R	1.315
Cronneine Wilhelm	5.555555	5,772	928	210	12	- 6	679
a Mestagrie		14.744	1.059	4(3)	20	7	1,099
a Provence		14.892	1.852	295	141	. 0	988
aurentic		20.823	2,133	736	16	0	286
ate tanta		12 480	220	150	10	61	468
Inneapolls		12.834	1.757	240	15	7.	926
College	404.55	10.798	1,2260	1035	15	7	876
Toron Wester	1.4.4.7.2.4	14 406	2.815	266	14	9	1.076
atricia		13.330	9.890	230	14	- 5	1,017
Cannational	100 4755	10.790	1.198	158	15	- 8	947
Willadalphia	180224	18,167	3,619	230	16	10	1.415
Provident Lincoln		24,148	2.150	451	1.9		1.455
Postagelaro		12.527	2.494	224	16	- 6	038
to said matte	****		2.348	11845	20		1 000
		14,280	4.284	341	15		962
Taute		11.629		414	15	2	5962
9 Paul		\$1,629	1.182	*1.	3.0	9	- 0.00

lieved the margin of safety to be practi- AMATEURS HALT MESSAGES

"In the case of lifeboat and life raft equip ment there is seldom a steamship arriving vein concerning life protection in the future at or departing from New York City that carries its maximum number of passen gers. When the season rush begins for Europe, in April, May, June and July, the cabin accommodation is filled, but during human life on the Titanic. This is only outdoor construction works of the great "Under the old conditions," said Repre- natural. But when the high tension of gen- companies are being carried on. The foreign labor element is then fully employed. This labor comes over from Europe in the early months of the year when there is

When the outward bound steerage business increases, later in the fall of the

year, the cabin rush to Europe is over. Taking into consideration these fact the lifeboat and life raft equipment had been considered by the American, German, on board a modern liner. This is not a mere French and English governments as ample. impression or belief; it is a fact, and has In most cases the steamship companies risk which one takes every day of his life, considered that even this is inadequate all ompanies would stop at no end to more practicable

"Certainly the safety of human life is vastly of more importance than the settlement of sealing rights or of boundary putes, which subjects were so skilfully handled at the Dutch capital.

Fitness of the Haque Tribunal

The Hague Tribunal is peculiarly fitted deal with this situation. various countries are so closely simultaneous fire of thirty 12-inch pro- ing and the loss of life were something interwoven that it is hard to differentiate such Dreadnoughts as the Florida," said protest that is being made to-day about could the Hague Tribunal formulate rec the Titanic's lack of boats would be raised ommendations which would carefully cover to-morrow if a ship of her class should go effery point now contained in the laws of

> The steamship companies. would gladly co-operate to the fullest extent The best and only way for persons to be in carrying out any idea or project which ld make for greater safety at sea ment it would have upon the boat deck Although the meagre wireless news that which on many big liners is taken up al-

> funnels and gear. This contention, however, could be met by the "nesting" method which is employed in the lifeboat equipment on war vessels Throughout the day ship owners and agents | Lifeboats to-day cost about \$1 a pound natutained faith in the steel bulkheads of The average weight is 2,300 pounds. There are two types, the wooden and the iron, but inches beam and 3 feet 7 inches draught.

> the cost is about the same. The average boat is about 20 feet long, 8 feet On the ocean they are guaranteed to carry according to the local agents, are different insuse on the larger transatiantic liners are from those of any vessel coming to this made of iron, with air-tight compartments, Some ships, carry the canvas collapsible lifeboats, or "rafts," as they are called

The System of "Nesting."

The suggestion that the ocean liners might brokers. carry a bigger complement of boats by "nesting" them on the upper decks means tania are two elevations of the bulkhead fitting them one inside the other, with was 180. Not many months ago it was gradual reduction inside as the boats mount selling as low as \$2 a share. Even prepared for death when the Titanic sign of the ship the subdivision of the hull United States navy there is a high per- be worth practically nothing after the night, was a matter which received the most care- centage of trained sailors to handle them conviction and sentence of some of the and there are special electric cranes in use directors of the company, sold yesterday to raise and lower the boats. The "un- at 60 cents a share mittee which investigated this question and packing" of these boats by the jackies is In answer to United Wireless stockholdprepared rules have been more than met in an operation in which the sailors are constantly drilled. Naval authorities declared Marconi stock or valuable rights to sub- a yesterday that if the men on the battleships scribe to Marconi shares, Secretary Bot- his realty in Atlanta, told where all his the elevation and plan, and intermediate and cruisers were not constantly drilled up tomley of the Marconi company emphatto a state of the highest efficiency the han- ically stated yesterday that the United the different banks in which he had dedownward course at a half mile, a mile dividing them into spaces about 40 feet dling of these "nested" boats in an emer- stockholders have absolutely no right to

It was added that the sailors in the mer-The first steamship official to come forth chant marine and on the big liners were change for their United shares. with a statement that immediate and joint not to be compared with the sailors of the . The remarkable advance in Marconi action should be taken by all steamship navy in matters of that kind. Their dis- stock had proved a veritable bonanza to cipline is far inferior, it was said, and the hundreds of Italians, it is said, who, heboard ocean steamships was Charles von prospect of training them up to the stand-Helmolt, the general manager in this country and of the navy was held to be almost impossible because the men never stuck to the shares when they sold at a very low one job for any length of time, but, as a figure. Many of these buyers are selling vestigation of the cause of the sinking of received from her that she had survivors Hague Tribunal, and that the steamship less a far greater complement of sailors returning to their native country with companies of every maritime nation in the was carried on liners for the express pur- what appears to them to be a fortune. world should be compelled to operate in pose of handling enough lifehouts to accommodate two or three thousand men, woman who having heard in an indefinite "It is a matter," said Mr. von Helmolt, hundreds of lifeboats was cut of the queswhich demands international agreement, tion. The complement of experienced sail- five shares which she owned and offered ors on a battleship is the highest carried them for sale. Upon inquiring at what

CALLS DISASTER CRIMINAL

Marine Authority Says Titanic Was Sacrificed to Degenerate Luxury.

IRy Telegraph to The Tribune Columbus, Ohio, April II. Staniey Bowdle, at a better profit. Hamilton County, a delegate to the con stitutional convention and an authority on marine engineering, characterizes the loss generate luxury. Bowdle advocates interin the ice belt, during fog or on dark

The speed of this vessel on its first trip, with but partially tried machinery, was criminal. Its criminality is relieved only by the fact that the passenges using such degenerate vessels demand and enjoy such as latitude 44 north. The daily memorated was a such as latitude 44 north. The daily memorated was a such as latitude 45 north. The daily memorated was a such as latitude 45 north. The daily memorated was a such as latitude 45 north. The daily memorated was a such as latitude 45 north. The daily memorated was a such as latitude 45 north.

Interfere with Wireless Communication with Carpathia. Roston, April 17.—Hurrying to New York

rith the only known survivors of the Titanic, the steamship Carpathia to-day came within the wireless zone of nearly a score of stations along the New England coast. these points have been something of the story which the survivors on the Cunarder are bringing of their ex-Atmospheric conditions during the day

relays, amatehr wireless operators comtive work. Slasconsel station, on Nantucket Island, with which the Carpathia came into communication late in the day, reported to-night that the activity of the amateurs was seriously interfering with Every woman who was heard to make an Scandinavian-American Line, from Copenan exchange of messages with the Car- observation on the subject in the afternoon pathia, and further that the large amount at the several meetings being held in the of static electricity in the air was also a Fine Arts Building said that she would rehindrance. A northeast storm was in progress in the immediate vicinity of the Car-

at commercial and private stations whose activities were interfering with the conmeaning to stop sending, in order that The interests the Carpathia might be able to send mespages so urgently sought on many sides. Although the amateurs were told by the Carpathia operator that unless the messages were disposed of soon the Carpathia would be out of range of the Siasconset station, the interference continued.

Washington, April 17. A cessation of all wireless activity, except from a few desigated stations which are unaffected by operations, has been agreed upon the Marconi company and the Cavy Department, according to a statement nade by former Attorney General John W. riggs, now attorney for the Marconi com-

The latter filed with the Navy Departnent a telegram asking that all governent wireless stations north of Norfolk be structed to cease sending messages.

WIRELESS STOCK SOARS

Titanic Disaster Sends Marconi Shares to Dizzy Heights.

ment of the consolidation of the wireless to the fever point by the demonstration that is all." of the efficiency of the wireless telegraph in the Titanic disaster. day or two the stock of the Marconi Wireless Telegraph Company has reached menumental heights, but has shown erratic fluctuations in the trading on the Curb, due to its manipulation by certain Yesterday it opened at 117% and closed

The high mark during the day at 175. up. On the battleships and cruisers of the United Wireless stock, which seemed to

subscribe to Marconi stock, and that they would not receive Marconi stock in ex-

The story was told yesterday of an old women and children, practical handling of way of the great boom in Marconi shares price the stock was selling the Droker told her "around 80" and offered her \$84 share, which she eagerly accepted. When she went to the bank to cash the broker's check she was told that the real price was nearer \$189, and she confirmed the information at the Marconi company offices. Now she is wondering how she can get her shares back, so as to sell the

PREDICTED TREND OF ICE Washington, April 17.-For more than a

of life on the Titanic as a sacrifice to de- quarter of a century the hydrographic of fice of the Bureau of Navigation, Navy Denational legislation to compel all ocean partment, has been publishing from month ships to slow down to half speed when to mouth a series of charts of the North Atlantic Ocean, depicting physical condinights. In a signed statement, issued to- tions as well as the places of danger to navigation reported by incoming ships The April pilot chart, issued March 7

have real worth has been immediately adopted. This is true not only of the North It is claimed that a sufficient number of lifeboats to carry an average passenger list is not necessary, and could not be carried.

With the coming of the wireless telegreat deck promailed in view of the fact that the great deck promailed in the comparison of the wireless telegreat deck promailed and the signals, improved fire fighting apparatus and the other devices of the last ten toolish in enjoyment, syberitic in degener ate luxury and criminal in speed. I hope this is the last of such vessels.

The Titanic's position was reported to have been latitude \$1.5 longitude \$9:15 at the time of her disastet.

WIVES SAY THEY WOULD STAY ON SINKING SHIP

Chicago Women Assert They Would Rather Die with Husbands than Seek Safety.

CLUB MEMBERS GIVE VIEWS

But You Can't Tell." Declares One, Who Fears Brute Instinct Might Overcome Wifely Devotion.

(By Telegraph to The Tribune.) Chicago, April 17 .- "If you were shipwrecked, and you had an opportunity to be saved, but to seize it you would have to eave your husband, what would you do? "If your children were with you/ would

you go and take them, or would you send your husband, who is the money maker, with them, and stay behind to die?" These questions constituted the chief sub ject of conversation to-day wherever and group of women came together-at a spring musical of the Chicago Woman's Club, at luncheons for a few guests, at board meet ings of Wednesday and other clubs and a ousiness discussions of the suffragists. Whatever the occasion and the subject for consideration, the two questions raised by

the Titanic disaster received more atten

tion than anything else. "I know what I should do," said Mrs. John Bass, secretary of the North Side suffrage organization and of the new Cook County Federation. She had just joined a little group composed of her aunt, Mrs. George Bass, and a few others. She found them engaged in the discussion. "When I found the boat was in danger I would seek out the person on the boat in whom I felt the most confidence. It probably would hours on Sunday to pass through an icebe somebody whom I had just met during field, dotted with numerous icebergs, in the voyage-maybe a maid or some kindly, wholesome woman who had inspired me with confidence. I would say to her: 'Take my child and get into the boat in my place. Please take the best care of my child that you possibly can.' Then I should stay be-

hind with my husband." "But you can't tell," protested Mrs. George Bass, who is running for the presilistening eagerly for two days to learn dency of the Chicago Woman's Club, "You can't tell how strong the instinct for life is. You might think you would even sacrifice yourself for some one outside your head in the direction of the sinking Titanic family, and when the time came for sav- At 12:30 o'clock, however, she picked up a were good, but as the Carpathia more close- ing yourself the brute instinct in you second message from the Titanic, which y approached the coast and endeavored to would cry out and the next thing you read; each shore stations directly, instead of by knew you would have pushed yourself ahead of some one else. I think now that with the elements to prevent effect I should stay with my husband, and I believe every woman thinks she would. But you can't tell what sudden death staring you in the face will do to you." Mrs. Bass was right in one particular.

main on a sinking ship with her husband. "Not through any particular virtue of un-

selfishness," said Mrs. F. K. Tracey, vice-president of the Chicago Woman's Club; "but I couldn't go. I should prefer to stay. I should be less miserable dead than with the memory always with me that I of his vessel's experience, said: Siasconset station were asked to "stand had gone away and left my husband to die. I shouldn't want to be left alone under any

had gone away and left my husband to die. I shouldn't want to be left alone under any circumstances."

But, of course, it isn't a matter always of your personal feeling and choice," objected Mrs. John Swinson. "If you don't a get into a beat when they tell you to, maybe later you will keep your husband away from a chance to save himself and you, too. There might be a place in a beat for him, but not enough for two. And then, if you have children, have you any right to consult your own wishes and die with your husband, even if you want te?"

"I was just talking about that with my husband, even if you want te?"

"I was just talking about that with my husband this morning," spoke Mrs. Homer Chandler, "I said: If we had been on that ship, they would have stuck Gloria and me into a little boat, and I should have been saved, while you went down. And then we should have been perfectly miserable the rest of our lives. Yet they would have said my husband was a coward and no good if he had saved himself—if I could have persuaded him to—and his little daughter and let me go.

"I think it would be a thousand times better if we all should go in case we could not all be saved. For my part, I don't see how the women could consent to go. Dear the could consent to go. Dear the could consent to go. Dear the carried life planty is she had on board of a carried life planty is she had on board of a carried life planty is she carried life planty is she had on board of a carried life planty is she had on board of a carried life planty is she had on board of a carried life planty is she had on board of a carried life planty is she had on board of a carried life planty is she had on board of

The boom in wireless telegraph stock not all be saved. For my part, I don't see which began last week with the announce- how the women could consent to go. Dear me, dear me! They say that gallantry is companies has been stimulated almost dead; it only needs to be put to the test;

FUTRELLE FORESAW DEATH

Author Prepared for End Before Sailing on the Titanic. [By Telegraph to The Tribune, 1

Atlanta, April 17.-Jacques Futrelle, the well known short story writer, was rammed the great iceberg on Sunday A fear that something might happen

on the trip across the ocean caused him to send a letter to John Peel, of Atlanta, power of attorney and gave a list of boats. He concludes: papers had been placed and mentioned posits. Mrs. Futrelle also sent Mr. Pee! day." power of attorney for her property. Mr. and Mrs. Futrelle were anxious

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LINERS GRAZED ICEBERGS

La Bretagne and Hellig Olav Come Safely Through Pack.

"S O S" HEARD 550 MILES

Cincinnati Rushing to Rescue When Message Comes, "Not Needed: Olympic Coming."

here yesterday which had encountered icebergs near the spot where the Titanic sank. It took La Bretagne, the French liner, four latitude 49:39, between longitude 49:21 and 50:21. The Titanic sank on Monday morning about 2:20 o'clock in lattiude 41:16, longitud

dock here early this morning, reported picking up a wireless call for help from the Titanic at midnight Sunday. The Cincinnati, though 550 miles from the scene of the disaster at the time, flashed back "Coming" as her answer and turned he

sumed her course.

The Cincinnati met with no ice whatever

"The ice was everywhere. The file of

Expert Says They Could Have Been Installed in a Day.

director of the Welin Davit and Engineering Company has issued a statement boats carried.

the official regulations, which would have compelled the carrying of more "Additional boats for the accommodation of every soul on board might have

were to be made in the near future in

Titanic and the Olympic, in the course for the future of their sen and daugh- of an interview yesterday pointed out ter, and gave detailed instructions as to that the Titanic was fitted with davits the way they should be cared for in the sufficient to carry four times the number of boat, actually placed on board.

ART EXHIBITIONS AND SALES. ART EXHIBITIONS AND SALES.

"Executor's Unrestricted Public Sale" TO-NIGHT AT 8 O'CLOCK In the Grand Ball Room of

THE PLAZA

(FIFTH AVENUE, SSTH TO SOTH STREET) (Admission by card only, to be had free of the managers)

The Beautiful Paintings

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Two transatiantic steamships arrived

A third steamship, the Cincinnati, of the Hamburg-American Line, which made he

"Olympic coming; not needed." Silence followed and the Cincinnati re-

since she was pursuing a southerly course from the Mediterranean. But La Bretagne, from Havre, and the Hellig Olav, of the hagen, both narrowly escaped the fate which overtook the Titanic. It was on April II, in latitude 41:43, longitude 49:51, that the Hellig Olav passed three large icebergs. A little earlier in the day, in latitude 41:39, longitude 40:08, she came up a large field of ice, with a moderate sized berg rearing itself in the centre. Captain Mace, of La Bretagne, speaking

huge bergs as far as the eye could carry

DAVITS FOR ENOUGH BOATS London, April 17.-The managing

that the Titanic carried fourteen lifeboats and two cutters with an aggregate capacity of 9,702 cubic feet, but was equipped with davits capable of handling double or treble the number of The owners adopted this plan, he says, because it was rumored that changes

Alexander Carlisle, the designer of the

event of accident.

ON FREE VIEW TO-DAY 9 A. M. TO 3 P. M.

At the American Art Galleries

THIS AFTERNOON AT 2:30 O'CLOCK The Sale will be conducted by MR. THOMAS E. KIRBY, of the